

WHAT IS CLAIMED IS:

1. A slip control device of a four-wheel-drive vehicle to prevent any slip of wheels by varying the torque  
5 transmission distribution to a front wheel side and a rear wheel side via a transfer clutch, and controlling the coupling force of said transfer clutch when the wheels slip comprising:

means for calculating an indicated value to the  
10 coupling force of said transfer clutch in a first area in which the wheel slip quantity is not exceeding a preset value;

means for correcting the indicated value to the coupling force of said transfer clutch in said first area by  
15 a correction value according to a tight cornering brake quantity; and

means for calculating the indicated value to the coupling force of said transfer clutch when transferring to a second area in which the wheel slip quantity exceeds the  
20 preset value from said first area as a value of the indicated value in said first area added to the indicated value according to the slip quantity in said second area.

2. The slip control device of a four-wheel-drive  
25 vehicle according to Claim 1, wherein said correction value

is calculated based on the vehicle speed.

3. The slip control device of a four-wheel-drive vehicle according to Claim 1, wherein said correction value  
5 is calculated based on the vehicle speed and the wheel speed ratio.

4. The slip control device of a four-wheel-drive vehicle according to Claim 1, wherein said correction value  
10 is calculated based on the vehicle speed and the throttle position of an engine.

5. The slip control device of a four-wheel-drive vehicle according to Claim 1, wherein said correction value  
15 is calculated based on the vehicle speed and the steering angle.

6. The slip control device of a four-wheel-drive vehicle according to Claim 1, wherein said correction value  
20 is calculated based on the lateral acceleration and the wheel speed ratio.

7. The slip control device of a four-wheel-drive vehicle according to Claim 1, wherein said correction value  
25 is calculated based on the lateral acceleration and the

steering angle.

8. The slip control device of a four-wheel-drive  
vehicle according to Claim 1, wherein said correction value  
5 is calculated based on the yaw rate and the wheel speed  
ratio.

9. The slip control device of a four-wheel-drive  
vehicle according to Claim 1, wherein said correction value  
10 is calculated based on the yaw rate and the steering angle.